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WHITE ROUTE BOOK

NUMBER EIGHT

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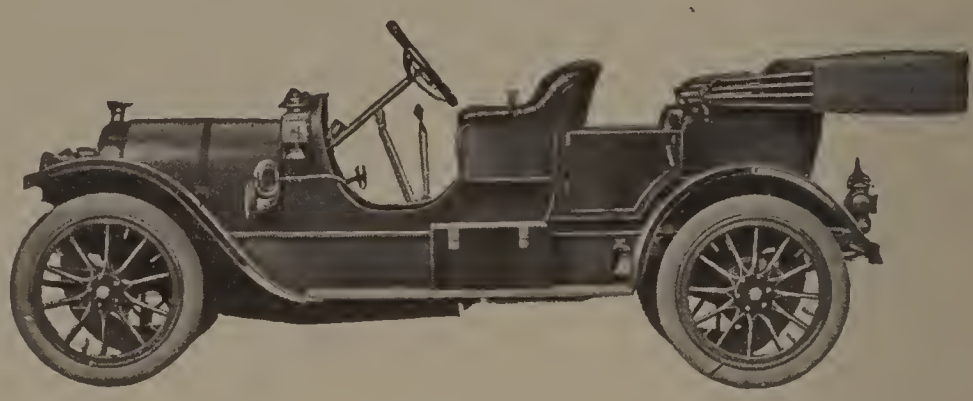
WHITE GASOLINE CAR FOR 1910



With the addition of a gasoline car to the White products, our extensive selling organization is in a position to meet the demands for all classes of cars. With our unequalled factory facilities, long experience in automobile building and thoroughly trained organization, unencumbered by any preconceived notions for or against any particular construction, we are in a position to furnish the best in gasoline car design, workmanship and material.

The White gasoline car embodies a number of desirable features which are not found in any other American car. These features are by no means experimental but have been adopted for the 1909-1910 models of the leading foreign makes. For example, the White has a "long stroke" motor, which recent experience has shown to be by far the most satisfactory, giving increased power, greater economy and higher efficiency.

(*Continued on inside of back cover*)

WHITE ROUTE BOOK
NUMBER EIGHT

The Direct Touring Routes between

NEW YORK AND RICHMOND

and between

ATLANTA AND STAUNTON

IT is particularly appropriate that THE WHITE COMPANY should maintain a headquarters for the distribution of touring data because there are to-day in active service more White Steamers than any other make of touring car and the great majority of White owners are distinguished for their ceaseless touring activity. We therefore have unique facilities for the collection of touring data and we intend that our Touring Bureau shall be at the service not only of the army of White owners, but also of all tourists generally.

One phase of the work of the Touring Bureau is the publication from time to time of the White Route Books, of which this is the eighth issue. Copies of these books may be obtained at the branches and agencies of the company in all the principal cities of this country and Europe.

Address all inquiries, suggestions, etc., relating to routes, and requests for permission to reproduce any of this matter (which is protected by copyright), to

Touring Bureau

THE WHITE COMPANY

1402 Broadway **New York City**

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No. 8

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INTRODUCTORY

As far as is known to the compiler the only authentic directions for touring in the South are contained in the White Route Books. The road directions in this book, when used in connection with those in White Route Books No. 2, 4 and 6, give the tourist a wide range of selection in choosing touring routes between the North and the South. Now that the enthusiasm for good roads is at white heat in the South, the road conditions in this section are improving wonderfully and it will not be long before the tourist will regard the South as ideal touring country, especially when cold weather limits the pleasures of touring in the North.

The extent to which tourists rely upon the White Route Books for touring information can be judged from the fact that the circulation of these books is more than twice that of any other publication containing road directions.

Tourists have expressed the very heartiest approval of the White method of compiling road directions—by odometer distance and description of every turn, together with frequent photographs and an accurate map. Mention might also be made of the fact that, as regards those features which can be readily copied, the White Route Books have received "the sincerest form of flattery."

We wish to repeat our recommendation that a form of odometer be used which may be set at any reading. The tourist is thus able to set his instrument from time to time to tally with the figures given in this book, since slight variations are almost certain to occur. Moreover, during a stop over-night, a car may run several miles around town and it is desirable that the odometer be set in the morning at a figure corresponding with the actual distance from the starting point of the route. Tourists starting at intermediate points to cover these routes will find it especially desirable to be able to set their odometer to conform with the figures given in these books. In compiling this issue, a Jones Speedometer with Veeder Odometer was used.

INDEX TO WHITE ROUTE BOOKS

The double page map in the center of each route book serves as a graphic index of the routes covered in that particular issue. Both the page numbers and the route numbers run consecutively from book to book.

White Route Book No. 1

Route No.	Route	Page
1	New York to Pittsfield	11
2	Pittsfield to New York	19
3	Albany to Great Barrington	26
4	Lenox to Springfield	28

White Route Book No. 2

Route No.	Route	Page
5	New York to Philadelphia via Staten Island	39
5A	New York to Philadelphia via Newark	44
5B	New York to Princeton	45
6	Philadelphia to New York	46
7	Philadelphia to Gettysburg via Lancaster and York	50
7A	Philadelphia to Harrisburg, via Lancaster and Mt. Joy	53
8	Gettysburg to Philadelphia, via Harrisburg and Reading	54
9	Gettysburg to Hagerstown	66
10	Hagerstown to Gettysburg	67
11	Hagerstown to Winchester	68
12	Winchester to Hagerstown	71
13	Winchester to Staunton	73
14	Harrisonburg to Winchester	75
15	Staunton to Richmond	77
17	Richmond to Norfolk	81

White Route Book No. 3

Route No.	Route	Page
19	New York to Hartford	92
20	Hartford to New York	98
21	Hartford to Boston	106
22	Boston to Hartford	112

White Route Book No. 4

Route No.	Route	Page
23	Philadelphia to Cape Charles	128
24	Baltimore to Halltown	142

White Route Book No. 5

Route No.	Route	Page
25	New York to Albany via Poughkeepsie and Hudson	155
26	Albany to New York	159
27	New York to Poughkeepsie via Tuxedo and Newburgh	165
28	Albany to Troy	168
29	Albany to Saratoga	169
30	Albany to Utica	171
31	Utica to Albany	176
31A	Utica to Saratoga	178
32	Utica to Auburn	179
33	Auburn to Utica	181
34	Auburn to Buffalo	183
35	Buffalo to Auburn	186
36	Saratoga to Elizabethtown	189
37	Elizabethtown to Hotel Champlain	191
38	Hotel Champlain to Montreal	193
39	Montreal to Three Rivers	196
40	Three Rivers to Quebec	199

White Route Book No. 6

Route No.	Route	Page
41	Philadelphia to Harrisburg	219
42	Harrisburg to Gettysburg	222
43	Hagerstown to Cumberland	224
44	Cumberland to Wheeling	225
45	Wheeling to Columbus	227
46	Columbus to Cincinnati	229
47	Cincinnati to Lexington	232
48	Lexington to Louisville	236
49	Louisville to Mammoth Cave	238
50	Mammoth Cave to Nashville	241
51	Nashville to Chattanooga	254
52	Chattanooga to Atlanta	259
53	Atlanta to Macon	262
54	Macon to Savannah	265

White Route Book No. 7

Route No.	Route	Page
55	Chicago to South Bend	278
56	South Bend to Chicago	284
57	South Bend to Toledo	290
58	Toledo to South Bend	296
59	Toledo to Cleveland	302
60	Cleveland to Toledo	307
61	Cleveland to Erie	311
62	Erie to Cleveland	314
63	Erie to Buffalo	317
64	Buffalo to Erie	320
65	Buffalo to Niagara Falls	322
66	Niagara Falls to Buffalo	323
67	Harrisburg to Bedford	324
68	Bedford to Pittsburg	326
69	Pittsburg to Cleveland	330
70	Pittsburg to Washington, Pa.	336
71	Washington to Pittsburg	338

White Route Book No. 8

Route No.	Route	Page
72	New York to Philadelphia	353
73	Philadelphia to Washington	356
74	Washington to Richmond	361
75	Atlanta to Anderson	374
76	Anderson to Charlotte	378
77	Charlotte to Winston-Salem	383
78	Winston-Salem to Roanoke	386
79	Roanoke to Staunton	390

The Front Cover Illustrations on the White Route Books

Inquiries are constantly being received as to where the photographs were taken which are used as illustrations on the front cover of the White Route Books, and a list is, therefore, given below.

WHITE ROUTE BOOK NO. 1

Entrance to an estate near Lenox, Mass.

WHITE ROUTE BOOK NO. 2

On the Blue Ridge Mountains between Fairfield and Waynesboro, Pa.

WHITE ROUTE BOOK NO. 3

On the campus of Yale University, New Haven, Conn.

WHITE ROUTE BOOK NO. 4

Harper's Ferry, West Virginia.

WHITE ROUTE BOOK NO. 5

Rue Sour le Cap, Quebec, Canada.

WHITE ROUTE BOOK NO. 6

Crossing Raccoon Mountain near Chattanooga, Tenn.

WHITE ROUTE BOOK NO. 7

The American falls at Niagara, seen from the Canadian side.

WHITE ROUTE BOOK NO. 8

A toll-gate near Wilmington, Del.

A THREE DAYS' TOUR FROM NEW YORK TO RICHMOND

By Pathfinder

BACK in 1861-65, it became generally known that it was a very difficult task to go over the road to Richmond from the North. This opinion has apparently persisted to the present day, judging by the limited number of tourists who make the trip by motor car and by the almost total lack of data relating to the road leading to the old capital of the Confederacy. That the trip can be made from New York in three or four days by a car which is adapted for covering bad roads is the assurance I can give my fellow tourists as the result of a recent trip between the two cities in my 30 h.p. White Steamer. We were favored with three days of perfect weather, and this fact should be kept in mind when considering my observations on road conditions. In rainy weather, our rate of progress would have been cut in two on that section of the route lying between Washington and Richmond.

We left New York after dinner on Good Friday and drove as far as New Brunswick, where we spent the night. The next morning, we hastened over the road to Trenton and

On the Banks of the Occoquan River

here, crossing the river, drove into Philadelphia by way of Langhorne and Bustleton. This route proved to be much more interesting than the usual route via Bordentown and Burlington, and, besides, we avoided the ferry at Camden and the narrow east-and-west streets of Philadelphia. Coming into the city by way of the old York Road and North Broad Street, we stopped only long enough to have luncheon and then continued straight out South Broad Street. Chester was the next town on our route, and we found the roads south of that place sadly neglected, but we soon reached a fine toll road which led us into Wilmington, Delaware's chief town.

On leaving Wilmington we proceeded southwesterly through Newark and Elkton, finding a splendid macadam road almost all the way. After leaving Elkton, the road became rather rough with occasional stretches of sand. Nevertheless, we made fairly rapid progress through Northeast and Principio and reached the Susquehanna River at Perryville just as daylight was fading. The ferryboat happened to be on that side of the river and it was not long before we were landed at Havre de Grace on the opposite bank (fare $2).

Starting about November 1 next, the ferry at Havre de Grace will be forced out of business. The Pennsylvania

An Historic House Near Wilmington

Railroad has recently built a new bridge at this point and has ceded their old bridge to the State. As soon as a new center pier is completed, there will be a fine highway bridge for automobiles and other vehicles. At the present writing, the first highway bridge over the Susquehanna River is at Columbia, and the majority of tourists travelling between Philadelphia and Baltimore go that way—probably because

some misleading information has been published to the effect that the route via Havre de Grace is very difficult.

The next morning—Easter Sunday—we were rather late in getting started because we went back across the ferry in order to get some photographs which we had not been able to get the night before owing to the fading daylight. This took us about the same length of time as we had spent Friday night in driving from New York to New

The ˙ail at Stafford Court House

Brunswick, and I am therefore justified in saying that we made the trip between New York and Richmond in three days.

We had a very pleasant drive from Havre de Grace to Baltimore, about fifteen miles of the route leading through the beautiful Long Green Valley. We had luncheon at Baltimore (111 miles from Philadelphia), and after about two hours more of driving we arrived in Washington.

This last statement may seem surprising to those whose knowledge of the road between Baltimore and Washington is based on the conditions existing up to a year ago. The direct route between the two cities used to be so bad that almost all tourists traveled a roundabout way via Ellicott City. Now a fine boulevard is under construction directly connecting the two cities, and more than two-thirds of the new road has been finished. It is probable that before the summer is over the work will be completed and it will be quite possible to "commute" by automobile between the two cities, a distance of forty-two miles.

We met many automobiles on the new boulevard, most of them proceeding without much regard for the speed limit. Among the motorists whom we met who seemed to be in a

hurry was none other than President Taft, who flashed past us in his White Steamer at a rate which indicated that some pressing affair of state required his immediate attention several miles up the road. We decided to spend the night at Washington and devoted much of the evening to considering our further plans.

"On to Richmond," the cry which once thrilled so many hearts, we adopted as our slogan, and we determined to reach Richmond in a day, despite the well-known historical fact that it took the Union soldiers four years to make their way between the two cities. We learned that there is a strong movement on foot in Virginia to start the good roads movement in that State by building a macadam highway from Richmond to Washington. The road to be improved is the old Telegraph Road, along which the telegraph wires were strung between the two cities. We determined to travel via the Telegraph Road, partly because it is the most direct, and partly because good judgment dictates that anyone who is mapping out a route should travel along the line of projected highway improvements.

Leaving Washington on Monday morning, we crossed the Long Bridge over the Potomac River and continued parallel with the railroad into Alexandria. On the outskirts of this town we turned due south into the Telegraph Road and followed this all the way to Richmond, except for two detours which we made at different places where we were advised that we would make much better progress by so doing.

With the exception of short stretches near Alexandria,

The Ferry Across the Susquehanna River at Havre de Grace

Fredericksburg and Richmond, almost all of the Telegraph Road is bad and much of it is worse. It is not recommended to tourists unless they have the most complete confidence in their car. The best sections of the road are of sand. On these sections, by "straddling" the ruts and by opening the throttle a little wider than usual, we made very good progress although it was often necessary to slow up for bad holes.

A Typical Scene on the Old "Telegraph Road"

On the grades, the water had washed the road out very badly and often each of our four wheels would be on a different level. We found many miles of corduroy roads in which the corduroy was missing every few yards and, in dropping off the corduroy, making our way through the intervening soft places and then climbing on to the corduroy where it began again, we had reason to appreciate the flexibility of our car, and the tremendous power available even when traveling at a very slow speed and in starting from rest.

It was one o'clock when we reached Stafford Court House, a little community fifty-two miles from Washington, consisting of two general stores, a one-story court house, a jail, and an old-fashioned farm house owned by the clerk of the court. This dignitary invited us to have luncheon at his house and we did not need any urging. After stowing away about double the amount of provisions that normal human beings are supposed to consume, we said good-by to our host and continued on to Fredericksburg, first crossing the Rappahannock. The fine iron bridge there would certainly have been found useful by the Union troops had it been there in December, '62—useful in crossing to Fredericksburg and even more useful on the somewhat hurried return.

Some of the citizens of Fredericksburg who "fought with Lee," described to us the great battle which terminated the Union advance on Richmond in the second year of the war. The Union forces had devoted several months to preparations for the advance. When all was ready they built pontoon bridges across the Rappahannock to Fredericksburg, and started across. General Lee was strongly entrenched on the hills south of the town and he did not molest the Union troops until about half of them had crossed the river. Then his cannon opened fire, destroying the pontoons, and his sharpshooters picked off the Union soldiers one by one, only a small portion of them escaping across the river.

How little it means to us when we read in text books about Gettysburg and Antietam and Chickamaugua and Fredericksburg, and the other great battles of the Civil War! How much it means to us when we drive to these battlefields over the very roads used by the advancing armies and see with our own eyes the amphitheatres of these great conflicts, and hear them described by men who took part in the fighting!

From Fredericksburg, we drove south for more than forty miles without seeing anything that could be called a town. In some sections the houses are a number of miles apart and we were not at all surprised to find the roads rougher than before, and that there were more streams to be forded. About the time our speedometer showed we had traveled ninety-five miles from Washington, we were on a comparatively good road and we were able to reach Ashland, ten miles farther along, before dark. From this town we drove by the light of our oil lamps into Richmond, 125 miles from Washington and 375 miles from New York.

Thus without a single involuntary stop, even for tires, we had toured from the metropolis to the old capital of the Confederacy in practically three days and had passed through five states—New Jersey, Pennsylvania, Delaware, Maryland and Virginia.

We spent the next day in driving around Richmond, visiting numerous places of historic interest. That city is rich in memorials and relics, not only of the Civil War, but also of the stirring times which preceded the Revolution. We were particularly interested in the splendid collection of historic documents which are on exhibition in the State Capitol, nor did we neglect, before turning our car over to the Old Dominion Line for shipment to New York, to visit the famous Houdin statue of George Washington, which, as it is the only one in existence sculptured from life, is regarded as Richmond's greatest treasure.

ROUTE NUMBER 72
NEW YORK TO PHILADELPHIA
96 MILES

(Crossing the Delaware River at Trenton)

.0 From New York follow route No. 5 or 5a, White Route Book No. 2 as far as

57. Cross the trolley tracks and at the fork just beyond take the right road, leaving the trolley

57.8 Cross the railroad

58. Cross small iron bridge and just beyond bear left on brick pavement into North Clinton Avenue

59. Turn right with trolley into Perry Street, passing cannon and drinking fountain on the left

59.3 Cross railroad bridge over canal

59.6 Turn left with the trolley into Broad Street, **TRENTON**

59.8 At the City Hall (on left) turn right into State Street

60.3 Turn left into Calhoun Street, meeting single line of trolley tracks

60.4 Cross bridge over the Delaware River; toll, 20 cents

60.8 Leaving the bridge go straight ahead

61. Pass cross-road leaving the trolley

63.5 Cross small iron bridge over railroad and, at the fork immediately beyond, take the right road

63.8 At the first cross-road turn right

66.6 Pass cross-road at the sign "Philadelphia, 25.3 miles"

68.1 Cross railroad at **GLEN LAKE** station

69.4 **LANGHORNE**; (at Hotel Langhorne)

70. At the first cross-road outside of town, turn left

72. In front of large white house, turn off to the left, crossing the bridge over railroad
72.5 Cross covered bridge
74. **TREVOSE**; toll gate, pay 10 cents.
75.6 Pass cross-road
79.3 **BUSTLETON.** Just after passing Union Hotel on the right, turn off to the right, passing sign on left "Philadelphia 12 8/10 miles"

80.6 At the fork just beyond yellow hotel with windmill, take the right road
81.1 Pass cross-road
82. At the next cross-road turn right
83.2 Cross trolley track and keep straight ahead. Just beyond cross bridge over railroad and then cross single track railroad
83.7 At the second street turn to the left into Central Avenue
84.1 Cross old stone bridge and immediately turn right. Just beyond, pass road to left

84.7 At the end of the road turn left
84.9 Road turns sharp right
86.2 Cross railroad and continue on Chelten Avenue
86.6 At the end of the road turn left into the Old York Road
89. At the fork bear right into North Broad Street, passing Widener Memorial School on the right
94.4 Philadelphia branch of **THE WHITE COMPANY,** 629-33 North Broad Street
95.4 Jog to the right around the City Hall
95.6 Hotel Bellevue-Stratford

ROUTE NUMBER 73
PHILADELPHIA TO WASHINGTON
154 MILES

.0 Leaving the Hotel Bellevue-Stratford follow route No. 23, White Route Book No. 4, as far as

28.7 **WILMINGTON**; cross bridge over the Brandywine River and bear right on Market Street with the trolley

29.6 Turn right into West Fourth Street

30.9 At Union Street, where trolley turns left, turn left

31.9 Cross four railroads at **ELSMERE JUNCTION**

33.8 **PRICES CORNER**; at cross-road turn left across the trolley tracks following two lines of telegraph poles

34.7 Cross the railroad at **MARSHALLTON** station

34.9 At the end of the road, opposite post office, bear right and just beyond cross iron bridge and turn left

35.2 At the next fork take the right road

36.3 Pass cross-road

36.7 At the end of the road turn left

37. At the end of the road turn right

41. Turn left over covered bridge and then turn right

41.6 Cross railroad and immediately beyond turn right

42.5 Cross railroad at the station, into **NEWARK**

43.2 At the triple fork, just before reaching the railroad, take the left road, passing station on right, after the turn

47.4 At the end of the road bear right

49.1 Cross covered bridge and, at the fork just beyond, take the left road

50. Cross railroad into **ELKTON**
50.1 At the end of the street turn right
50.4 Cross two railroad sidetracks
51.1 Cross the railroad
51.3 Cross covered bridge
51.6 At the fork keep to the left
51.9 Pass road to left and road to right
53.3 Cross small iron bridge
54. Turn left over bridge over railroad
54.3 Turn left over bridge
56.4 **NORTHEAST**
56.7 Cross two small iron bridges
56.9 Go under the railroad and just beyond cross covered bridge
57.2 Pass road to right
58.1 Cross small iron bridge and turn right
59. Pass cross-road near small cottage
60.7 At the fork take the left road following the wires
61.8 Cross two iron bridges into **PRINCIPIO**
62.1 Pass road to left
64. Cross iron bridge
64.4 Go under two railroads into **PERRYVILLE**
64.6 Cross railroad and continue under two railroad viaducts to
64.9 Ferry across the Susquehanna River. Ferry for car and passengers, $2.00

NOTE: At the present writing it is expected that a highway bridge will be opened for traffic at this place by November 1, 1909

64.9 **HAVRE DE GRACE**; leaving the ferry-boat go up hill
65. At the first street turn to the right, passing drug store and Bell Telephone sign on the left
65.1 Pass Harford Hotel on the left and bear right under the railroad, following the river road
65.3 Road turns to the left, away from the river
65.6 Cross small wooden bridge and at the cross-road immediately beyond, turn right. One block beyond turn left
66. Go under the railroad
68.8 Pass cross-road
70.4 Turn off to the left with single line of poles, leaving double line of poles
70.9 Cross small iron bridge
74.4 At the end of the road bear to the right, meeting a line of poles
75.2 Pass cross-road at **CHURCHVILLE**

80.8 **BELAIR**; at cross-road in the center of town turn to the left
80.9 At the next street turn right
81.8 Toll gate; pay 12 cents
82.7 Cross small iron bridge at foot of hill
84. Pass cross-road at **BENSON** post-office
84.8 Pass cross-road at **BAGLEY** post-office
86.7 Cross small iron bridge
88.2 At cross-road, at top of hill, turn to the right (John Arthurs & Son store on the right-hand corner)

91. At cross-road turn left around Holland's blacksmith shop into the Long Green Valley
92.1 Pass road to right at Hotel Ady
93.1 Pass road to right and just beyond cross small wooden bridge
93.6 Cross the railroad half way up hill
94. Cross the railroad

94.4 At cross-road turn off sharply to the right, passing wind-mill on left immediately after the turn

94.6 Cross the railroad at F. X. Hooper's factory and private station on the right

97.7 Cross covered bridge and turn right

98.2 Pass road to right

100.4 Make "S" turn and pass cross-road

101.5 At the end of the road bear left up hill

102.4 Road turns sharp left; at the next corner turn right into **TOWSON** and then turn left, passing the Hotel Towson on left

102.5 At the next corner turn right into Pennsylvania Avenue

102.7 At the next corner turn left with trolley into Washington Avenue and pass court house on the right

102.8 At the next corner turn right around the court house into Chesapeake Avenue

103.8 Turn left, keeping on macadam road

105.3 Pass cross-road

105.7 Cross the railroad at **WOODBROOK** station

106.7 Toll gate; pay 20 cents and get ticket

108. Toll gate; give up ticket

110.7 Cross bridge over the railroad into **BALTIMORE**

111. At the Hotel Belvedere, on the farther left-hand corner, turn right into Chase Street

111.1 At the end of the street turn left into Cathedral Street (To reach the **WHITE GARAGE,** Park Avenue and Biddle Street, turn right at this point and then immediately left, when you will see the garage ahead)

111.7 At the end of the street turn right into Saratoga Street

112.1 Jog slightly to the right following trolley and at the next corner turn left into Pearl Street
112.2 At the next corner turn right into Lexington Street
113.4 At the end of the block pavement turn left into Fulton Avenue
114. At the wide street with grass plots in the center turn right into Wilkins Avenue
115. Cross viaduct
116.1 Cross bridge over railroad
119.1 At the end of road bear left
120.1 Pass cross-road
120.6 Pass road to right
121.2 **RELAY**; at cross-road with wooden church on farther left-hand corner, turn right
121.4 Cross the railroad at foot of steep hill. Danger!
121.9 At the end of the road turn very sharp right
122.2 Cross the iron bridge
122.5 Cross the railroad at **ELKRIDGE** station
127.8 Pass cross-road
130.9 Cross iron bridge
131.2 Cross the railroad side-track
133.4 Cross iron bridge into **LAUREL**
134.7 Pass road to left
136. Cross the railroad at **CONTEE** and turn right
137.4 Pass cross-road
139.6 Cross the railroad at **BELTSVILLE** station
140.3 Cross high speed trolley
143.4 Cross iron bridge
146.1 Cross trolley and railroad at **HYATTSVILLE**
146.6 Cross iron bridge
147. At the end of the road turn right
147.1 Cross iron bridge
149.3 Go under the railroad
150.8 Just after passing trolley terminus on the left, turn 45° to the right into Maryland Avenue, **WASHINGTON** (Maryland Avenue is a wide street without car tracks.)
151.7 On reaching small park bear right into C Street
151.8 At the end of the park turn left and 200 feet beyond bear right again into Maryland Avenue
152.2 At the end of the street continue through the Capitol grounds
152.3 Bear right in front of the Capitol and then left
152.7 At the end of the Capitol grounds bear right into Pennsylvania Avenue
153.9 The New Willard Hotel
Washington office of **THE WHITE COMPANY**, 1124 Connecticut Avenue

ROUTE NUMBER 74
WASHINGTON TO RICHMOND
124 MILES

.0 Leaving the New Willard Hotel, go east on Fourteenth Street, passing new municipal building on the left

.4 Pass Washington monument on the right

.6 Pass new agricultural building on the left and the Bureau of Engraving and Printing on the right

.9 On meeting the railroad bear right, following the trolley

1.4 Bear left with trolley and cross long bridge over the Potomac River

2.5 Cross railroad side-track

2.6 Pass road to the right and continue parallel with the railroad

5.2 Cross the railroad

5.4 Go under the railroad

5.8 Turn left over bridge and then turn right

6. Just after leaving bridge cross the railroad side-track

7. **ALEXANDRIA**; at King Street, which is asphalted and has a line of trolley, turn right

7.4 At the fork one block after passing the Hotel Jackson, take the left road, leaving the trolley and follow two lines of poles.

7.7 Cross iron bridge over the railroad

8.2 At small wooden church turn off to the left into the "Telegraph Road," following a line of poles (red brick store on right after the turn)

8.3 Cross the railroad

8.8 Cross iron bridge

8.9 At the triple fork take the middle road, following the main line of wires

15.3 Pass cross-road
16.4 Pass cross-road
17.1 Pass road to left
17.5 Cross small iron bridge
18.4 At cross-road turn right, passing old brick church and cemetery on left after the turn
18.6 At the fork bear left, meeting the main line of wires again
19.7 Cross iron bridge
20.1 Cross railroad at **LORTON** station on left
20.4 Pass road to right
21. Cross small iron bridge
21.7 At the fork take the left road following the main line of wires
23.6 Turn left across iron bridge over the Occoquan River into **OCCOQUAN**
23.8 At the first street turn right
25. At the fork keep to the left following the wires
25.6 Turn off to the left following the main line of wires
26.2 Cross small wooden bridge
26.7 Pass road to the left and just beyond pass road to right
30.2 Turn off to the right, leaving the wires
30.3 Cross iron bridge and immediately turn left
33.9 At the foot of hill turn left and then immediately turn right
34.3 Pass cross-road at **DUMFRIES**
34.7 Cross narrow gauge railroad
34.9 Ford stream
35. At the fork, with store in the angle, take the left road following the wires

35.1 At the fork 200 feet beyond the store, take the right road, leaving the wires. Do not miss this turn

35.3 At the fork take the left (lower) road
38.5 At the fork with blacksmith shop in the angle, take the left road
39.1 At the fork take the left road
40.7 Road turns around old mill. Cross ford
42.9 Pass road to right
43.8 At the end of the road turn right, meeting the wires. You are now back on the old "Telegraph Road."
44.4 Pass road to left and keep straight ahead with the wires
44.6 Pass road to the left
46.5 At the fork take the right road, following two lines of poles
47. Cross iron bridge
48.1 Pass road to right and continue up hill, following three lines of poles
48.6 At the fork keep to the right, with the wires
49.4 Pass road to left
51.3 Pass cross-road at Stafford court house (meals and lodging in house on left)
51.9 Pass road to left
52.1 At the fork go left down steep hill through cut
53.3 Cross wooden bridge

54.1 At cross-road turn right
55.1 Pass cross-road
56.4 Road turns right (private road on left)
56.9 Cross ford
57.9 At the end of the road turn left
58.7 Turn left over bridge over railroad
60. At the end of the road turn right meeting the wires
60.6 Turn left
61.7 Turn right under the railroad

62.4 At the foot of winding hill turn left and cross iron bridge over the Rappahannock River into

62.7 **FREDERICKSBURG**

62.8 At the first street turn left

63.1 100 feet before reaching the railroad turn right

63.9 At the end of the road opposite the entrance to the National Cemetery, turn right

64.2 Cross ford

64.3 At the fork keep right with the wires

64.4 Cross the railroad

64.8 Pass on left small monument reading, "Lee's Hill, Battle of Fredericksburg"

66.7 Pass road to right

67.4 Turn off to the left, following the main line of wires

68.9 Cross small wooden bridge

72.1 **MASSAPONAX**; pass cross-road at the post-office

73.7 Pass road to right and just beyond cross wooden bridge

73.9 Pass cross-road at small schoolhouse

75.5 Cross wooden bridge

75.7 Jog slightly to left, following main line of wires

76.7 At cross-road, jog slightly to the right, following the main line of wires

77.9 Cross wooden bridge and turn sharp right up hill

NOTE: It is possible that a better route for the next few miles can be found by turning to the left here

79.7 Pass cross-road

80.8 At the fork take the left road

81. At the next fork turn off sharply to the left through field

81.6 Pass through gate

82. At the fork turn sharp left, passing white cottage on right 100 feet beyond the turn

83.1 On meeting the wires turn right, back on the old "Telegraph Road"

85.8 Cross small wooden bridge

86.5 Pass cross-road and follow the main line of wires

88.9 Turn right and ford stream

89.5 Turn off to the left, following the wires

89.9 At the fork take the right road, following the wires

93.6 At the fork with church in the angle take the left road, following the wires

95. Pass cross-road and follow wires

95.4 At the fork take the left road

96.4 Turn sharp right, meeting the wires 100 yards beyond

97. Cross wooden bridge
98.6 At the end of the road turn left and 100 yards beyond turn right
99. Cross the railroad
99.2 Pass cross-road
101.2 Turn off sharp to the right down hill, around old deserted mill
101.3 Cross wooden bridge
102.2 Pass road to right
102.6 Pass cross-road
103.5 Cross wooden bridge and continue up hill
104. At the end of the road turn left down hill
104.3 Go under the railroad and follow the wires up hill
107. Go straight through **ASHLAND** and continue to follow the wires
112.2 Cross small wooden bridge
112.5 At the end of the road turn left following the wires
113.5 Cross bridge
116.4 At the end of the road turn left, still following the wires
118.1 Cross iron bridge
119.4 Cross trolley tracks and just beyond turn off to the right, leaving the wires
120.2 At the end of the road turn left, crossing trolley line
121.1 Pass monument on the left
121.6 Pass the fair grounds on the right
122.6 Cross the railroad
122.7 Go under the railroad
123. At the end of the road bear left into Broad Street, **RICHMOND**
123.2 Pass on the right the garage of B. A. Blenner, 1609-11 West Broad Street, local agent for the **WHITE STEAM CARS**
123.3 At the next corner turn right
123.4 At the next corner turn left into Franklin Street, passing the Stuart Statue on the right
124. Pass Monroe Park on the right
124.1 Cross the railroad
124.3 Hotel Jefferson

2

The Direct Touring Routes Between
NEW YORK AND RICHMOND
and between
ATLANTA AND STAUNTON
For connecting routes see index
in the front of this book
Copyright, 1909, by The White Company, Cleveland, Ohio
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
WEST VIRGINIA
KENTUCKY
VIRGINIA
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
NEW JERSEY
DELAWARE
MARYLAND
ATLANTIC OCEAN
Erie
Bradford
Oil City
New Castle
Allegheny
Pittsburg
Altoona
Johnstown
Williamsport
Scranton
Wilkes-Barre
Shamokin
Harrisburg
Allentown
Reading
Lancaster
Philadelphia
Chester
Paterson
New York
Newark
Elizabeth
Newburgh
Middletown
Metuchen
New Brunswick
Hightstown
Trenton
Langhorne
Bustleton
Wilmington
Newark
Elkton
Bridgeton
Atlantic Cy.
Havre de Grace
Bel Air
Towson
Baltimore
Hagerstown
Cumberland
Martinsburg
Elk Ridge
Hyattsville
Washington
Alexandria
Occoquan
Dumfries
Stafford
Fredericksburg
Massaponax
Ashland
Richmond
Petersburg
Lynchburg
Dover
Annapolis
Easton
C. May
C. Charles
Norfolk
Portsmouth
Roanoke
Henderson
Durham
Raleigh
Goldsboro
Newberne
C. Hatteras
Fayetteville
Lumberton
Wilmington
C. Lookout
Bennettsville
Florence
Columbia
Sumter
Conway
Springfield
Columbus
Zanesville
Dayton
Chillicothe
Cincinnati
Covington
Portsmouth
Maysville
Frankfort
Lexington
Richmond
Huntington
Charleston
Clarksburg
Elkins
Wheeling
Uniontown
Staunton
Greenville
Lexington
Buchanan
Troutville
Roanoke
Boones Mill
Rocky Mt.
Martinsville
Madison
Stokesdale
Kernersville
Winston-Salem
Arnold
Salisbury
Concord
Charlotte
Gastonia
Belmont
Gaffney
Grover
Wadesboro
Greenville
Spartanburg
Greer
Piedmont
Anderson
Hartwell
Royston
Commerce
Jefferson
Winder
Lawrenceville
Tucker
Atlanta
Knoxville
Asheville
Ohio River
Kanawha R.
Big Sandy R.
Cumberland R.
Monongahela R.
Potomac R.
Susquehanna R.
Delaware R.
Hudson R.
James R.
Roanoke R.
Albemarle Sd.
Pamlico Sound
Cape Fear R.
Great Pee Dee R.
Santee R.
Savannah R.
Chattahoochee R.
Cumberland Mts.
Great Smoky Mts.
Blue Ridge
Appalachian Mts.
Delaware Bay
SCALE OF MILES
0 25 50 75 100

THE TRIP FROM ATLANTA TO STAUNTON.

By Pathfinder

IN Route Book Number 6, I described a trip from New York to Savannah by a somewhat indirect route, via Columbus, Cincinnati, Louisville, Nashville, Huntsville, Chattanooga and Atlanta. In Route Book Number 2, I called the attention of my fellow tourists to the splendid highways leading from Hagerstown down the Shenandoah Valley to Staunton, Va. It recently occurred to me that if I should cover the "missing link" between Atlanta and Staunton, I would then have data on a route between North and South which would be several hundred miles shorter than that which I covered last winter.

I already had some data at hand with reference to the roads of North and South Carolina. Thomas A. Edison, who two years ago spent several weeks in touring these two States in his two White Steamers, kindly supplied me with considerable information regarding this section. Moreover, E. W. Gans, of Atlanta, volunteered to act as my guide through the uncharted region of northern Georgia.

Leaving Atlanta in our 30 horse-power White Steamer, we proceeded via Lawrenceville, Winder, Jefferson and Royston to Hartwell and, six miles farther on, crossed the Savannah River into South Carolina by way of Brown's Ferry. The ferry is operated by the current in an ingenious manner worthy of a few words of description. A cable is stretched from shore to shore,

The Tobacco Market at Winston-Salem

well above the level of the river, and the ferry-boat is connected by two chains to sheaves which run on the cable. By altering the relative length of the two chains, the angle of the ferry-boat to the stream is changed so that the current moves the boat in either direction which may be desired. I can best illustrate the principle of the "automatic ferry" by the preceding diagrams in which the arrows indicate the direction of the current. With the chains in the position shown in Fig. 1, the current carries the boat from A to B, while with the chains, as shown in Fig. 2, the current carries the boat from B to A.

We covered a total of 120 miles between Atlanta and the South Carolina boundary. Almost all of the going

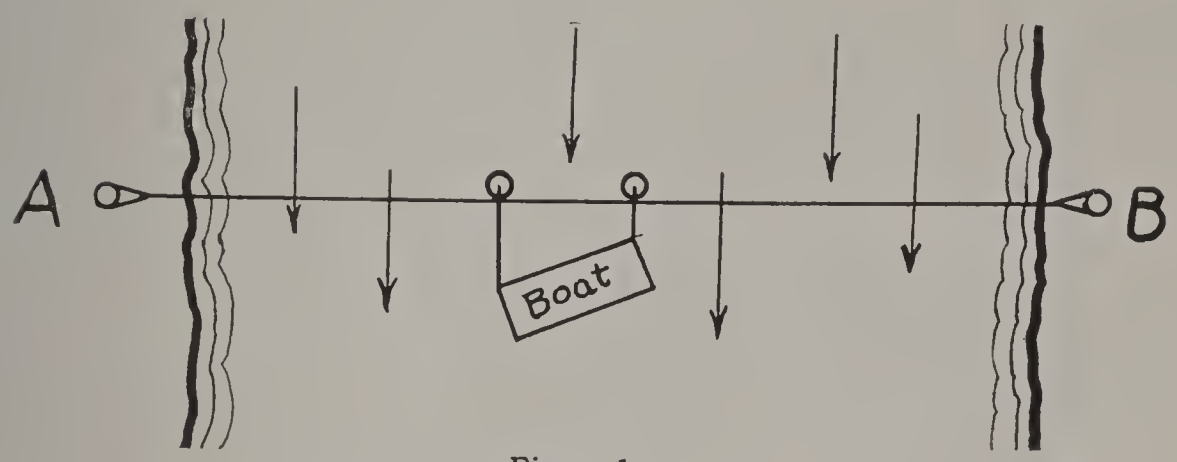


Figure 1

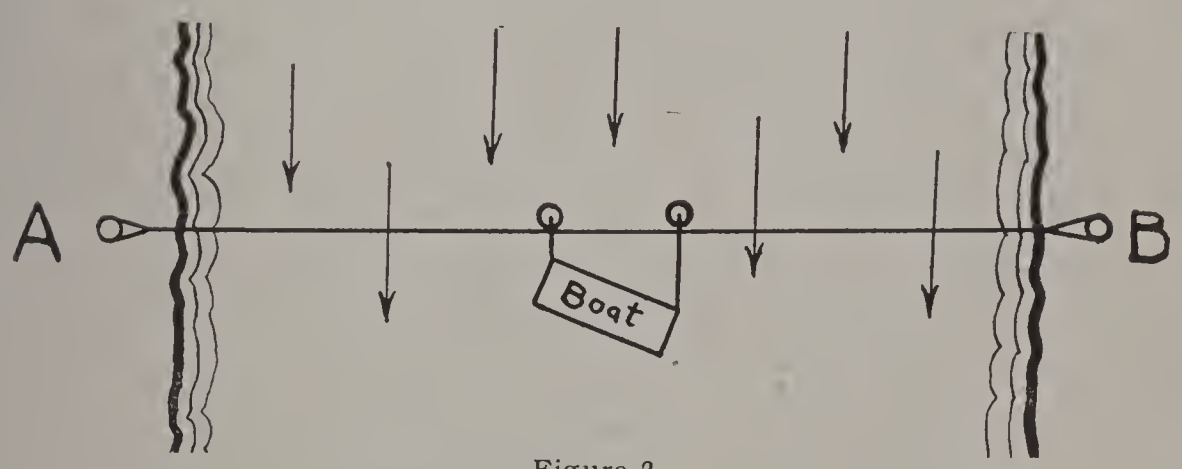


Figure 2

was over rather poor roads, alternately of clay and of heavy sand. But it is a safe prediction that within a few years Georgia will have a splendid system of highways, such as even now can be found in three or four of the counties in which large cities are located. The change is brought about, not because of an irresistible popular sentiment for good roads, but because of the recent overthrowing of the "convict lease" system. There had developed in Georgia a system whereby the convicts were leased to "convict brokers" at a nominal sum by the several counties. The brokers, in turn, leased out the convicts to the owners of mines, brickyards and lumber camps, who worked the convicts "to the limit." As a result, a limited number of very influential citizens and office holders benefited greatly by the system and the

A Cross-roads Cotton Gin—a Frequent Landmark

convicts were never sent out to work on the roads except in three or four counties. The abuses of the "convict lease" system became so pronounced that a vigorous campaign against it was started a few months ago by an influential newspaper, the Atlanta *Georgian*. As a result of this campaign (which opened the eyes of the people of the State to the iniquities of the system), the Governor convened the Legislature in extra session and the convict lease system was annihilated by statute. Therefore, there is now nothing for the convicts to do but to work on the roads. If one county cannot use all of its own convicts on its own roads, it must lend them to any other county which applies for them.

In South Carolina we at once noticed an improvement in the character of the roads. The Georgia roads go up and down hill with most precipitous gradients. In South Carolina, the roads were evidently laid out by surveyors, with the result that they wind easily up and down hill. I might say here that there is absolutely no level country between Atlanta and Roanoke. One is continually climbing or coasting. Fortunately, the "water-break," that formidable characteristic of the mountain roads of Pennsylvania and other Northern States, has not been introduced in the South.

Anderson was the first important town we passed through in South Carolina, and next we reached Greenville, a hustling city located 167 miles from Atlanta. As far as Greenville we had been cutting "cross country," in the sense that we had not followed any line of railroad. At Greenville we struck the main line of the Southern Railway, and for the next 150 miles, or as far as Salisbury, N.C., we were seldom very far from the main line of this road.

All the way from Atlanta we had been in a cotton country—in fact, we had seen little else being raised. The farmers' wagons were all loaded with cotton or with cotton-seed—the cotton being taken in bulk to the gins and then in bales to the towns for shipment. Starting about at Greenville, we noted a new phase of the cotton industry, namely, the cotton being made into cloth at the point of production, instead of being shipped to Fall River or to Manchester. The advent of the cotton mill has created the "New South." The profits of manufacturing have thus been kept at home and have been added to the more precarious earnings of agriculture. As a result the Southern mill town shows all the evidences of prosperity to be observed in similar communities in New England.

Continuing northward through the region where "cotton is king," we followed the route of the Southern Railway through Chick Springs, Duncan, Spartansburg, Gaffney, and Blacksburg, and finally crossed the State line into North Carolina near the little town of Grover. Next we passed near the foot of historic King's Mountain and then came Bessemer City. Just beyond Gastonia, the next town, we came onto as fine a macadam road as motorists could wish for. We made fast time into Charlotte, slowing down only when we met the chain gang and steam roller at work, and when we crossed the Catawba River by ferry—another of those "automatic affairs," such as above described.

We had long been on the outlook for this macadam. Fifty miles to the south, we had been informed by a gentleman of color, that within a few miles we would strike a "kalsomined" road. Charlotte is a hotbed of good roads enthusiasm. Macadam roads radiate from it in every direction, and all those who visit that progress-

A Typical Southern Road Scene which has become Common in the South since the New York Herald and Atlanta Journal inaugurated their good roads agitation

ive city take back with them not only some of the enthusiasm but also the kind of specific information that accomplishes results—for example, that the value of farm land immediately jumps $10 an acre as soon as it is connected with town by a macadam road. From Charlotte to Salisbury, a distance of 46 miles, the road is mostly of macadam, and a few gaps that remain are to be improved within the next few months. After Salisbury came a 40-mile drive to Winston-Salem, through a region where good roads are not yet a reality, although the subject is one of considerable local agitation.

We had gradually left the cotton section behind us and were now in a region where tobacco is practically the only crop. We met on the road an almost unbroken line of farmers' wagons carrying their fragrant loads to Winston-Salem, one of the greatest tobacco markets in the world. The wagons used for this purpose are a little different from anything I had previously seen.

The body of the wagon is boat-shaped, with greater draft in the center than at the ends, and it is fitted with a canvass top something like that of a "prairie schooner," except that it extends several feet beyond the body at either end. Leaving Winston-Salem, we had an 11-mile stretch of macadam road to Kernersville, the last we were to see on our journey. At Kernersville, we turned due north and traveled over "give-and-take" roads to Martinsville, Va. Thus far on our journey, we had been traveling in a northeasterly direction, keeping on the eastern side of the Blue Ridge Mountains, which run approximately parallel with the coast. The task which now lay before us was to cross this range of mountains and to reach the Shenandoah Valley.

I will not soon forget that 60-mile journey from Martinsville to Roanoke. It rained continuously with almost tropical fury. The road, which probably is in fair condition in fair weather, was turned into a slippery mass of wet clay and we could not make any progress without our tire chains. These proved entirely unequal to the occasion, and the many who have been in the same predicament will appreciate how slow is the progress of the tourist when, after every two or three miles of traveling, he must get down in the mud and bind the chains to each spoke with three-quarter inch rope. A fortune awaits the inventor of a successful device for use on muddy roads which will withstand—say, one-fifth as much mileage as a rubber tire.

At the half-way point of this stage of our trip, Rocky Mount, we were confronted with a nice alternative as

regards the choice of road. "One road has one fording place with a quicksand bottom, and the other has twenty-seven fording places with gravel bottoms." Without a moment's hesitation, we chose the latter. Fording has no terrors for the driver of a White even if the water is so high as to extinguish the burner, because the supply of steam in the generator will always carry him to terra firma. The quicksand is an element against which neither flexibility nor tremendous power, nor great torque at low speeds can prevail. So on we dashed through the twenty-seven fords. What did we care if the water washed over our shoes? We were so wet from the rain that a little more water made no difference. Yet well pleased were we when we completed our trip at the commodious Hotel Roanoke in the town of the same name.

In conclusion, I would say that the joys—or the sorrows—of touring in the South depend entirely on the weather man. If the sun shines, the tourist forgets the imperfections of the road and devotes himself entirely to enjoying the many new things to be seen along the way. If it rains, the roads are travesties on the name, the streams are high and one wonders if the phrase, "The Sunny South," is a delusion.

In either case—let me add—he is assured of a cordial welcome, not only in the town but also in the farm district, provided he is duly sensible of his responsibilities as one of the pioneers of a method of locomotion to which neither man nor beast has as yet become thoroughly accustomed.

Picking Persimmons

ROUTE NUMBER 75
ATLANTA TO ANDERSON
136 MILES

.0 Leaving the Hotel Piedmont, go south on Peachtree Street

.1 Turn left into Edgewood Avenue

2. At the end of the street, where trolley forks, turn right and 150 feet beyond turn left, following the trolley

4.2 At the **KIRKWOOD** trolley station turn right across the track and then immediately left

6.1 **DECATUR**; at the station turn left across the railroad and pass "Nineteen Stores" on right

6.3 At the first street turn left

6.5 At the next street turn right

7.5 Pass road to left

8.8 At the fork with cabin in the angle take the left road

9.1 Cross small bridge

11.1 Pass cross-road at small store and sign "Decatur 4½ miles"

13.7 Cross the railroad

14.2 Pass **TUCKER** postoffice

18. Pass sign on left "Lawrenceville 12 miles"

19.5 At the fork near the cemetery take the left road down hill

20.4 At the triple fork take the right road. A short distance beyond go down steep hill

21.2 Pass cross-road

22. Pass cross-road at the sign "Lawrenceville 8 miles"

23. Cross wooden bridge

24.6 At the fork with department store sign-board in the angle, take the left road

27.5 Cross the railroad

30.4 **LAWRENCEVILLE**

30.7 Cross the railroad

31.1 At the fork half-way up hill, keep left

32.7 At the fork, with cotton gin in the angle, take the right road, passing sign, "Winder 18 miles"

33.9 At the fork with cottage in the angle take the left road passing sign on the left "Winder 16¾ miles"

36.2 At the fork with cabin in the angle, take the right road leaving the wires

37.2 Pass cross-road at the sign "Winder 12 miles"

39.1 Pass road to right (four walnut trees in the angle)

40.3 Cross iron bridge and turn right
42.7 **CARL** postoffice
42.8 Cross the railroad
42.9 At the fork take the right road following the wires
44.7 Cross the railroad
45.4 Cross the railroad
46.1 Cross the railroad
46.6 Cross the railroad

48.7 **WINDER**; turn left around the Granite Hotel into the main street
50.2 Take the right road following the wires
54.2 Pass cross-road
55.3 Cross long bridge
55.7 Pass road to left
56.8 Pass cross-road
58.3 Cross iron bridge at the foot of steep, winding hill
60.8 Cross the railroad
62.3 **JEFFERSON** (Harrison Hotel)
62.6 Cross covered bridge and turn left
62.9 At the next fork take the right road and just beyond pass road to right
67.2 **APPLE VALLEY**; pass road to right
68.3 Cross iron bridge and turn right
71.7 Turn right at the railroad into **COMMERCE**
72.1 Cross the railroad at station and continue parallel with the tracks
73. Just after passing large cotton mill on the right, turn off to the left
78.4 At the fork in front of farm house, keep to the left
78.8 At the first fork take the right road

79.7 At the fork just beyond store, take the left road
81.1 At the fork just after passing cabin, take the right road
84.2 Pass cross-road at **POCATALIGO** postoffice

85.1 At cross-road, with log hut on farther right-hand corner, turn left into the woods
86.6 Pass cross-road
86.7 At the next road turn off to the right (R.F.D. boxes on left of turn)
88.6 Pass cross-road
88.9 At triple fork near cotton gin, take the right road
90.8 At fork take the right road
91.1 At the fork with cotton gin in the angle, take the left road
92.3 Cross covered bridge
94.8 Pass road to right at sign "Royston 4 miles"
99. **ROYSTON** postoffice
99.1 Cross the railroad
104.6 At the fork with store in the angle, keep to the right
104.8 At the next fork take the left road
105.9 **EAGLE GROVE**; make sharp turn of 120° to the left
108. Pass cross-road
112.8 Cross railroad and turn right into **HARTWELL**
113.2 After passing court house, turn left into the main street and at the next street turn right
114.4 At the fork take the left road
115.1 Pass road to the right and follow the wires
118.2 Pass road to the left at the sign "To Brown's Ferry"
118.8 At the next fork take the left road
119.7 Brown's Ferry over the Savannah River, from Georgia into South Carolina

121.6 At Hollins store, pass road to right
122.6 At the fork with woods in the angle, take the left road
126. Pass cross-road
135.5 Cross railroad into **ANDERSON**
135.9 At the car line turn left into the main street
136. The Chiquoia Hotel

ROUTE NUMBER 76
ANDERSON TO CHARLOTTE
148 MILES

.0 Leaving the Hotel Chiquoia go out North Main Street
.4 At the fork turn right with the trolley track
.9 Trolley turns right; keep straight ahead
1.1 At next road turn off to the left following wires
2.8 At fork in front of white house, take left road
5.6 At the fork keep to the right with the wires
7. At the fork turn off to the left over small culvert, following the beaten road
7.2 Pass road to left
9. At fork with woods in the angle, take left road
9.2 Pass cross-road at cotton gin
11.7 At the fork, with store on the left, take the right road
12.4 At the second road, woods on the right, turn left
13. At the end of the road turn right
13.9 Pass road to right
14.4 Pass cross-road
15.3 At the end of the road turn right around white house with white fence
15.4 At the next road turn to the left
15.7 Pass cross-road
18.6 At the end of the road turn right around cabin
18.9 Pass cross-road
21. **PIEDMONT**; go down winding hill
21.4 Cross iron bridge over the Saluda River and turn right, and then left, across railroad side-track

22. Turn off to the left into wide road, passing pump on right after the turn. Just beyond, at the fork at cemetery, keep to the left

29.1 Cross railroad at **GANTT** Station and at the fork immediately beyond, take the left road
31.9 Cross railroad into **GREENVILLE**
32.6 Bear right into the main street, meeting trolley, and then cross the railroad
33. Cross iron bridge over the river
33.2 Mansion House
33.5 Trolley turns left; keep straight ahead
34. Turn right at cross-road with two lines of poles
35.1 Cross iron bridge at foot of winding hill
37.1 Cross railroad and turn right

39.4 At the fork keep right, following the wires
41.6 **TAYLORS** postoffice
42.6 Pass cross-road
42.7 Pass road and bridge to the right which lead to Chick Springs Hotel
43.7 At the fork take the right road
44.5 Pass cross-road at white church and at fork immediately beyond, take right road meeting wires
45.7 At the next fork keep to the left with wires

47.2 **GREER**; at the fork with Planters' Saving Bank in the angle, take the left road

48.6 Cross the railroad
49.9 Cross the railroad
51.2 Cross iron bridge
52.1 Cross the railroad at **DUNCANS** station
53. Pass road to left
54. At the fork with a large tree in the angle, keep to the right
54.8 At the first cross-road, turn 120° left
55.8 Cross iron bridge at **TUCAPAU** over the Tiger River
56. At the fork half way up hill, keep to the right
56.6 Turn off to the right, following two lines of poles
57.5 Pass road to left
58.6 At the triple fork, take the left road with wires
59.7 Cross covered bridge and turn right, up hill
60.5 At the end of the road, at the woods, turn left
62.3 Pass **FAIR FOREST** station on the left
63.3 Cross bridge at foot of steep hill and just beyond cross the railroad
65. At the end of the road turn right and just beyond cross the railroad
65.3 At the end of the road turn right
65.5 Just after passing tall water tower, turn left opposite mill office
66. Pass road to left
66.6 On meeting the railroad, continue with the tracks on the left
66.8 Turn right into Wolf Street and at the next corner, turn left into Woffard Street
67.6 At the end of the street, turn right into Magnolia Street, **SPARTANBURG**
67.7 At the monument, turn left with trolley
67.8 Cross the railroad
69. At the end of the trolley turn left into North Haywood Avenue
69.2 Cross iron bridge and immediately turn right
70.2 Pass road to right
72.3 At **MOUNT ZION** station cross the railroad
74. **CONVERSE**; opposite church turn left down hill, across railroad side-track and keep right at the fork just beyond
74.3 Cross iron bridge
77.1 **COWPENS**
77.3 At the fork, opposite the church and cemetery, take the right road
77.6 At the next fork, woods in the angle, take the left road
81.5 Pass cross-road

83.9 Cross wooden bridge
84.9 At the fork near group of houses, take the right road
87. Cross two wooden bridges
88. At the fork take the right road
89. After passing railroad station, turn right into **GAFFNEY**
89.1 At the next road turn left (Commercial Hotel on corner)
89.2 At the fork near the railroad, take the right road
89.4 Just after passing cotton mill, cross the railroad
90.7 At the fork take the left road, leaving the wires (right road goes over the railroad)
91.7 Cross bridge over railroad
92.3 Cross small wooden bridge and at the fork just beyond, take the right road
94. Cross iron bridge over the Broad River
94.2 Pass road to right
96.5 At the fork keep to the right with the wires
98.1 At the cross-road, turn left into Chester Street, **BLACKSBURG**
98.2 At the first street turn right
98.3 At the next street turn left, passing brick church on right after the turn
98.4 At the next street turn right into Cherokee Street
98.9 Cross the railroad and continue up hill
99.2 At the next fork take the left road leaving the wires
101.4 At the cross-road, turn left passing cabin on right after the turn
102.5 Cross the railroad and immediately turn right
104.3 Cross state line into North Carolina
104.6 **GROVER**; pass station on right
105.2 Cross the railroad
105.8 Cross the railroad
106.3 Cross the railroad
106.6 Pass cross-road
107.9 At the fork near store, take the left road across the railroad
109. Pass cross-road
110. Cross the railroad
112.7 Pass **KING'S MOUNTAIN** station on left
113.3 Cross the railroad and just beyond, pass mill on the right
113.7 At the first road turn off right through the woods
114.1 Cross the railroad
114.3 At the first cross-road turn left
116.1 Cross the railroad
116.9 At the fork take the right road over the railroad

117.7 Cross bridge over railroad
118.1 A short distance after passing hotel on top of hill, pass cross-road
118.3 At the first street turn right into **BESSEMER CITY**
118.5 At the second street turn left
118.7 Pass station on right
121.4 Cross the railroad
122.9 Pass road to right
123.9 After passing cotton mill turn right and just beyond, at the end of the road, turn left
124.9 **GASTONIA**; turn left into Trenton Street and at the next corner turn right into the main street
125.5 Pass station on left
125.6 Cross two single track railroads and keep straight ahead
126.1 Cross the main line of the Southern Railway and turn right
126.5 Turn left into Ozark Street, leaving the railroad
130.9 Pass **LOWELL** station on right
131. Turn left with macadam and just beyond, at the end of the road, turn right with macadam
132.6 **McADENVILLE**
132.7 Cross iron bridge
134.8 At the end of the road turn right with macadam

135.7 **BELMONT**; at the white church, turn off to the left
137.1 Pass road to left
137.4 Sloan's Ferry across the Catawba River
139.4 Cross wooden bridge
139.7 Cross the railroad
141.7 Cross bridge over railroad
144. Pass macadam road to right

146.3 Cross iron bridge
146.6 Sharp right turn, then cross the railroad
148. At the end of the street turn right into the main street of **CHARLOTTE**
148.1 Hotel Selwyn

ROUTE NUMBER 77
CHARLOTTE TO WINSTON-SALEM
85 MILES

.0 Leaving the Hotel Selwin, continue out the main street
.1 Turn left with trolley
.7 Bear left under railroad
1. Pass under railroad

5.2 Opposite store turn right, leaving the macadam
5.7 Cross the railroad and at the first road turn left
7. At the next road turn left
7.3 Cross the railroad
7.8 Pass **NEWELL** station on right
8.9 Cross the railroad and bear left
9. Cross the railroad
13.8 Pass cross-road
14.1 Pass white church on left
14.2 At the next road turn off to the left, leaving Harrisburg to the right
14.6 Pass road to left
15.2 Cross the railroad
16.2 At Pharr's mill cross small wooden bridge; bear left and cross iron bridge
17.1 Cross the railroad
17.5 Cross iron bridge at foot of very steep hill
19.6 Pass road to left
22.2 At the end of the road turn right and just beyond cross iron bridge
22.4 Cross the railroad at the station into **CONCORD** and go straight ahead up hill
23.2 At brick church on right corner, turn left into the main street
24. At the end of the road, opposite mill, turn right and at the next corner turn left

25.2 Pass road to right
26.8 Cross the railroad and just beyond turn to the right
29.4 Pass road to left
30.3 **KANAPOLIS**
32. Cross the railroad
32.6 At the fork keep to the right following the wires
33.8 At the end of the road turn right into **LANDIS**
34. Pass cross-road
34.4 Cross the railroad
36.4 **CHINA GROVE**; pass station on right
43. At the fork keep to the left on macadam road
45.7 **SALISBURY**; at wide street with grass plots in the center turn right
46. At the main street turn left (turn right here for the Hotel Empire)
48.4 Pass the Southern Railroad shops at **SPENCER**

49.5 At the fork, just beyond delapidated church on the left, take the left road
49.9 Pass road to left and at the fork just beyond keep to the left
51.8 Cross iron bridge over the Yadkin River, toll 25 cents
52.2 Cross small wooden bridge and keep straight ahead passing road to right
53.4 Pass road to right
55.5 **JUBILEE**; at the end of the road turn right
57. **PINEY**
57.9 At fork turn off to the right, following the wires (tobacco barn on the left)
63.3 **TYRO**
63.9 **REEDS**
66.1 At the fork, where the right road goes down hill, take the right road
66.7 Pass road to right

68.5 **ARNOLD**; at the fork, with small store in the angle, take the left road (cotton gin on left, sign-board on right)
71.4 Pass road to left at sign "Salem 14 miles"
71.6 Pass road to right
73.8 Pass road to right at sign "Winston-Salem 11 miles"
75.9 At the fork take the right road down hill
77.6 At the fork take the left road
78.1 Pass cross-road
79.4 Bear left around the white church
82.8 Pass cross-road
83.2 Cross the trolley
83.3 Bear left opposite store onto macadam road
84.4 Cross iron bridge and bear right up hill with the trolley into **WINSTON-SALEM**
88.5 Hotel Zinzendorf

ROUTE NUMBER 78
WINSTON-SALEM TO ROANOKE
121 MILES

.0 Leaving the Hotel Zinzendorf follow the trolley down hill

1.1 At the end of the pavement turn left leaving the trolley and just beyond cross iron bridge

2.2 At fork, Swain & Swain's store in angle, keep left

2.9 Cross the trolley

5. At fork keep left on macadam road

11.7 **KERNERSVILLE**; pass Willis Hotel on right

11.9 Cross the railroad, station on right

12.1 At fork, with house in the angle, take the right road passing sign "Oakridge 6 miles"

18.1 **OAKRIDGE**; turn left opposite store passing large school building on right, after the turn

19.8 Cross small wooden bridge and keep to the right

20.9 Pass cross-road

22.9 At the fork, after passing saw-mill on the right, turn right around white cottage

23. At the end of the road bear right, and just beyond cross the railroad at **STOKESDALE** station
23.2 At the fork take the right road
23.7 Cross the railroad
23.9 Pass between store and track
24. Cross the railroad
25.1 Cross the railroad
25.9 Cross the railroad
26.2 Cross the railroad
26.6 Pass road to left
27.6 Cross the railroad
29.4 Cross the railroad
30.5 **ELLISBORO** station on right
30.8 Pass cross-road
31. Turn right and cross railroad
33.8 At the fork, with woods in the angle, take the right road
35. Cross covered bridge at foot of long winding hill
35.4 Pass **MADISON** station on the left and keep to the right
35.8 Cross iron bridge
37. At the fork, with tall oak in the angle, take the left road
37.2 Pass cross-road
37.7 At the end of the road bear right
37.9 Just after crossing small wooden culvert turn off to the left
39.8 Cross the railroad
40. Bear right
42.2 Bear right across the railroad and then turn left through **STONEVILLE**
42.6 Cross the railroad
43.2 Cross the railroad
43.4 Cross the railroad
44.1 At the fork go right, over railroad
44.5 Cross the railroad
45.1 Cross the railroad
45.5 Cross the railroad
46.5 Cross the railroad
47.6 Cross the railroad
47.9 Pass **PRICE** station on right and cross the railroad
48. At the fork take the right road up hill
48.4 Cross the railroad
48.6 Cross the railroad
49.1 Cross the railroad
50. Cross the railroad

50.2 Cross the railroad
50.4 Cross the railroad
50.5 Pass road to right
50.6 Cross the railroad
50.9 Pass road to left
51.6 Cross bridge over railroad
52.5 Turn off to the left through **RIDGEWAY,** passing brick store on right after the turn
53.2 Pass railroad station on the left and just beyond cross the railroad
54.6 Pass road to right
55.1 Pass road to left
55.5 Cross iron bridge
56.3 Pass road to right
58. At the end of the road bear left
58.4 Cross iron bridge
58.8 Cross two small bridges
59.9 Cross covered bridge
61.5 At the fork take the right road up hill
61.7 Cross the railroad; **MARTINSVILLE** station on the left
62.1 At the end of the street turn left
62.2 At the corner beyond the Hotel Hamilton, turn right
62.7 At the fork keep to the left down hill
63.1 Cross railroad and immediately beyond turn to the right
65.1 Pass cross-road
70.3 **FIGSBORO**
71.1 At the fork with white schoolhouse, take the left road
71.7 Pass road to left
77.6 **SNOW CREEK**; at fork in front of store, take the left road
78.1 Cross wooden bridge
79.2 Pass road to left
79.4 At the end of the road turn left
79.9 Pass road to left in front of white house
80.1 At the next fork keep to the left
80.2 At the fork keep left
84.4 Cross iron bridge
85.7 At the fork take the left road
89.5 Pass road to right
91.8 Pass road to right
92.5 Cross covered bridge
93.4 **ROCKY MOUNT**; turn left around store and go down hill
93.7 Pass railroad station on the left
93.9 Pass another railroad station and turn left across two railroads

94.1 Pass road to left
97.7 Cross iron bridge
98.2 At the fork at top of hill, take the right road down hill
98.9 Pass road to left, in front of brick house

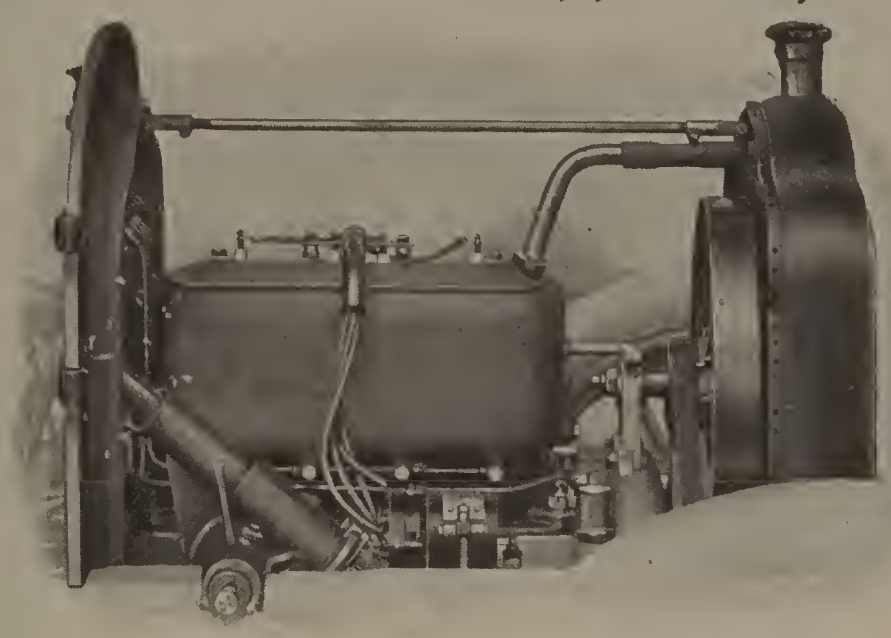
99.1 At the fork with store in the angle, take the left road down hill
99.5 Ford stream
100.9 Pass cross-road
101.6 Pass road to left
102. Pass cross-road
105.4 Pass **BOONE'S MILL** Station on the right
NOTE: Between this point and Roanoke it is necessary to ford a creek about twenty-five times. This can be done without trouble by any car the engine of which is not damaged by contact with cold water
106.1 Pass road to right
107.7 After passing store on right, turn left
110.7 Pass road on left
115.1 Turn to the right and immediately beyond cross the railroad
115.2 Pass road on left
119.8 Cross the railroad
119.9 Cross iron bridge
120.1 Cross the railroad
120.2 Turn right into Jefferson Street
121. Cross the railroad
121.1 Turn to the right up to Hotel Roanoke, **ROANOKE**

ROUTE NUMBER 79
ROANOKE TO STAUNTON
87 MILES

.0 Leaving the Hotel Roanoke, turn left and pass passenger station on the left
.2 Turn left into Commonwealth Avenue
.6 Turn right, following the car line
.8 Turn left, still following the trolley
1.1 At the end of the trolley, turn right
1.2 Cross the railroad
1.3 Pass road on left
1.6 Cross iron bridge
2.4 Pass road on left and follow the telephone wires
5.5 Turn sharp left around white house and go up hill
5.8 Pass road to left
7. Pass road to right
7.7 Cross bridge
7.8 Turn left
9. Cross the railroad and pass **CLOVERDALE** Station on the left
9.8 Cross bridge and bear right
10.9 Pass cross-road
11.6 Pass cross-road
12.5 Pass road to left
13.6 Pass road to right and continue straight ahead through **TROUTVILLE**
16.7 Pass road to right
18.9 Pass cross-road
19.5 Pass cross-road
20.3 Cross iron bridge
20.6 Pass cross-road
21.5 Pass road to left
22.5 Pass road to right
23.4 Pass cross-road
25.1 Cross covered bridge
25.6 Pass cross-road
27. Pass road to left and go down hill into **BUCHANAN**
27.6 Pass Central Hotel on left
27.7 Turn left, passing brick store, and cross long iron bridge
27.8 Cross the railroad and pass station on left. Immediately beyond turn right and follow the telephone wires
29.4 Cross iron bridge
29.7 Pass road to left
31.5 Pass road to right
32.6 Cross small iron bridge and immediately beyond take the right road with the wires

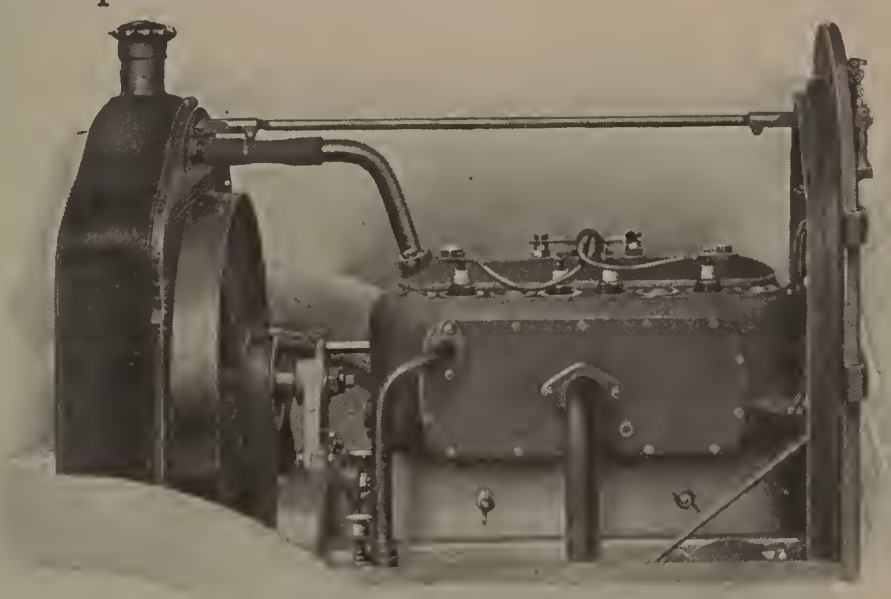
33.4 Pass road to right
34.5 At the fork with barn in the angle, take the left road with wires
35.1 Pass road to left
36.1 Turn left, passing sign on right "Lexington 15.5 miles." Immediately beyond cross small wooden bridge
37.1 Pass road to left
37.9 Pass road to right
39.5 Pass road to right
40.9 Pass road to right
41.5 At the triple fork take the middle road, following the wires
42.4 Pass road to the left
45.9 Cross iron bridge
47.2 Turn right, around stable
48. Pass road on the right
51.4 Pass cemetery, on the right, entering the main street of **LEXINGTON**
52. Keep straight ahead on the main street
52.9 Cross iron bridge
53.1 Cross covered bridge and then turn left
53.3 At the fork with store in the angle take the right road
54.3 Pass road to the left
54.7 Go under the railroad
58.2 Cross bridge
63.6 **FAIRFIELD**
65. Pass road to right
67.2 Cross bridge
67.5 Pass road to left
69.6 Pass cross-road
75. Straight through **GREENVILLE**
75.7 At the triple fork take the middle road, following the wires
77.3 Cross the railroad
78. Pass cross-road
81.7 Pass road to right
82.6 Cross bridge
85.6 Cross the railroad
86.9 Meet trolley and follow the same into town
87.1 **STAUNTON**; pass under the railroad and immediately beyond turn to left and follow the trolley to
87.4 Hotel Beverly

(*Continued from inside of front cover*)



Note carefully, in the accompanying illustrations, the extreme simplicity and neatness of the White gasoline engine. No other American car has an engine so free from complications.

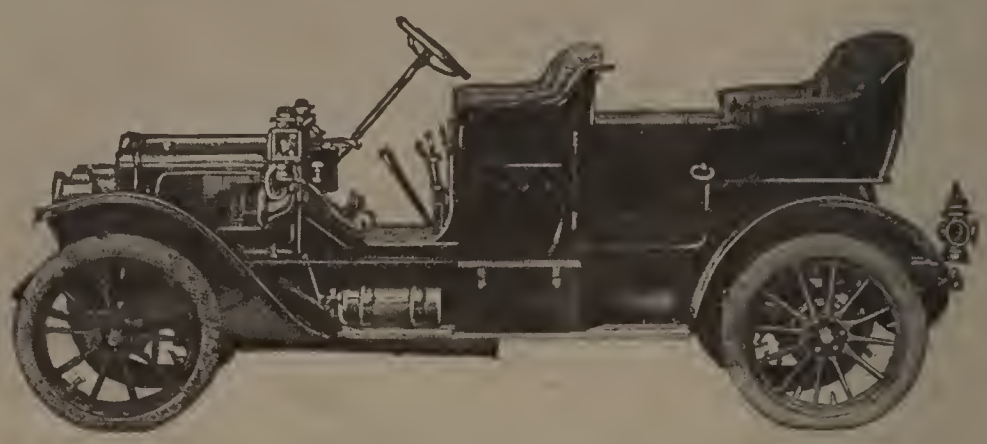
Another distinctive feature of the White gasoline car is that it has a four-speed transmission. This feature has hitherto been found only in cars of very much higher price. As is well known, a four-speed transmission is as much superior to a three-speed transmission, as the latter is to a two-speed transmission.



If you are planning to buy a gasoline car, why not get the very latest construction? You can find it only in the White gasoline car, at $2000, or in the 1910 foreign cars at double the White price.

Write for Catalog

WHITE STEAM CARS FOR 1910



The White Steam Cars for 1910 will be made in two models—one of 40 horse-power, known as the Model "M-M" and selling at $4000, and the other of 20 horse-power, shown above, known as the Model "O-O" and selling at $2000. The new cars will closely resemble the Model "M" and the Model "O," respectively, of the past season.

The most important feature of the new models is that either kerosene or gasoline may be used as fuel. The necessary adjustments to a car so that the fuel may be changed from gasoline to kerosene, or vice versa, may be made in a few minutes. So completely have we solved the kerosene problem, that when a car is in operation it is practically impossible for any one to tell whether kerosene or gasoline is being used. By using kerosene, the drivers of White cars will enjoy the advantages of a very cheap fuel which can be handled with impunity and which can be procured at every cross-roads store and almost every farm house.

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THE WHITE COMPANY

CLEVELAND, OHIO

NEW YORK CITY, Broadway at 62nd St.
ATLANTA, 120-122 Marietta St.
BOSTON, 320 Newbury St.
PHILADELPHIA, 629-33 North Broad St.
PITTSBURG, 138-148 Beatty St.
CLEVELAND, 407 Rockwell Ave.
CHICAGO, 240 Michigan Ave.
SAN FRANCISCO, Market St. at Van Ness Ave.

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